Dodge Charger
2006-2008 Stage II System
Installation Guide

PROCHARGER®
SUPERCHARGER SYSTEMS

The Intercooled Supercharging Experts!®

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Introduction

Congratulations on purchasing your ProCharger® Dodge Charger 2006-2007 Stage II Intercooled System. Read this entire manual before you attempt to install your ProCharger kit. It is imperative that you follow all of the instructions in the order they appear in this installation guide. If you have any questions regarding any aspect of this installation, call us at (913) 338-3086.

For best results, we recommend reviewing the installation instructions beforehand, and following the installation instructions closely and in sequence. A detailed packing list has been provided (stapled to your invoice) to assist you in identifying the components of your ProCharger system.

Warning: *Read and understand all safety precautions in this manual before installation. Failure to comply with instructions in this manual could result in personal injury, property damage, and/or voiding your warranty.*

Required Tools and Supplies

- 3/8" Socket Set (standard & metric)
- 1/2" Socket Set (standard & metric)
- 1/2" Breaker Bar
- Open End Wrench Set (standard & metric)
- 3/8" Hex Bit Set (allen head)
- Flat Screwdrivers
- Phillips Screwdrivers
- Plier Set
- 3-Jaw Gear Puller
- Loctite

You should also have the following gauges available to properly check the finished installation and monitor your vehicle's performance (especially for testing):

- Manifold Boost Pressure Gauge
- Fuel Pressure Gauge
- Wide Band Oxygen Sensor and Gauge

For complete system installations, please review the fuel system and tuning section to ensure you have the proper components to complete the installation. Tuning for this vehicle is a multi step process that can be initialized before the installation has begun. If there are any questions about this process, or any other step during your installation, please call Procharger Technical Service at 913-338-2886.

Thank you and congratulations on the purchase of your ProCharger centrifugal supercharger system, and welcome to the world of intercooled supercharging. You are now the owner of the most powerful, reliable, and technologically advanced supercharger system available! With your new intercooled supercharger system installed, you will experience horsepower gains in excess of 50% over stock!

If you are performing the installation of this system and this is your first supercharger installation, you will likely benefit from reading the entire installation instructions prior to proceeding, and then reviewing each section as you go. If you are familiar with supercharging, remember that intercooled supercharging is different from non-intercooled supercharging, and the same rules do not necessarily apply. This is primarily due to the unparalleled airflow and boost generated by the ProCharger, and the substantially cooler intake temperatures that result from intercooling this boost.

Once your system is installed and dialed in, you will experience a performance gain that is much greater than that delivered by non-intercooled supercharger systems. The utilization of intercooling technology allows power gains for multiple reasons, primarily the following three:

1) Increased charge air density (lb/cubic ft) over non-intercooled applications. Cooler air is more dense, and as such may be more easily delivered to the cylinders.

2) Decreased charge air temperature allows total spark advance closer to that which is ideal for peak power production when compared to non-intercooled installations at similar boost levels.

3) The use of an intercooler allows higher peak boost levels for a given fuel (e.g.: pump gas). This means charge air densities double that of atmospheric may be utilized on some pump gas applications, resulting in power output nearly double that obtained when operating naturally aspirated.

TORQUE SPECIFICATION CHART	GRADE 5			GRADE 8		
Thread Size	Torque (lb.ft.)			Torque (lb.ft.)		
1/4-20	11	8	7	16	12	10
1/4-28	13	10	8	18	14	11
5/16-18	23	17	14	33	25	20
5/16-24	26	19	15	36	27	22
3/8-16	41	31	25	58	44	35
3/8-24	47	35	28	66	49	39
7/16-14	66	49	40	93	70	56
1/2-13	101	75	60	142	106	85
1/2-20	113	85	68	160	120	96

TECH TIP

ONE HEAT RANGE COOLER SPARK PLUGS ARE RECOMMENDED FOR USE WITH THIS SYSTEM. WE SUGGEST REPLACING YOUR FACTORY PLUGS AT THIS TIME (CHAMPION SPARK PLUG #RE14MCC4), GAPPED AT .035".

TECH TIP

YOUR SUPERCHARGED VEHICLE MUST ALWAYS RUN ON 91 OCTANE OR BETTER GAS. DO NOT RUN VEHICLE AT WIDE-OPEN THROTTLE IF YOU HAVE LESS THAN 1/4 TANK OF GAS.

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Stock Component Removal

Engine Air Filter

1. Disconnect the battery ground.
2. Remove the Engine cover(s).
3. Remove the Engine Air Filter Assembly Bolts with a 10 mm socket.
4. Remove the PCV Tube from the intake manifold.
5. Remove the IAT (Intake Air Temperature) Sensor.
6. Remove the band clamp from the Air Filter housing.
7. Remove the entire Air Filter Assembly.

Engine Air Filter Removed

Front Grill

1. Remove the radiator cavity covers by pulling up on the pieces until unsnap.

Radiator Cavity Covers Removed

2. Remove the body fasteners from the radiator internal side fairings that are behind the front fascia.

3. Remove the radiator internal side fairings from the radiator cavity.

4. Remove the four phillips head screws from front grill by reaching behind the front fascia from top.

5. Pull on the grill while releasing the four tabs and remove the grill.

Front Grill Removed

Underside Body Cladding

1. Raise the vehicle.

2. Remove the six panel fasteners, three in each front fender well, with a flat head screwdriver.

3. Remove four 10 mm bolts and remove the back cladding.

4. Remove ten 7 mm bolts and remove front cladding.

Underside Body Cladding

Underside Body Cladding Removed

Intercooler

1. Remove the power steering cooler from the condenser by placing the appropriate tool behind the bracket and prying off. Do not damage the condenser core.

Power Steering Cooler Removal Tool

Power Steering Cooler Detached

2. Remove the horns and brackets with a 10 mm socket.

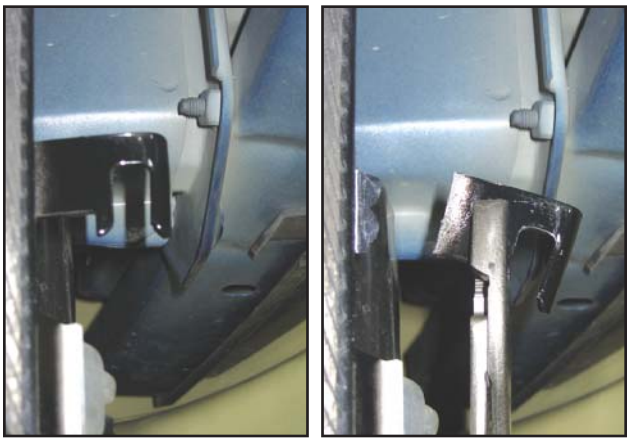
3. Disconnect the hose from the driver's side of the power steering cooler and re-route it under the frame rail. Reconnect the hose.

4. Temporarily pull the cooler behind the radiator to provide working space for the intercooler.

Horn Locations

5 Remove the metal tab on the driver's side of the condenser. Bend back and forth until it breaks off.

6 Temporarily remove the outside air temperature sensor for easier installation of the intercooler.

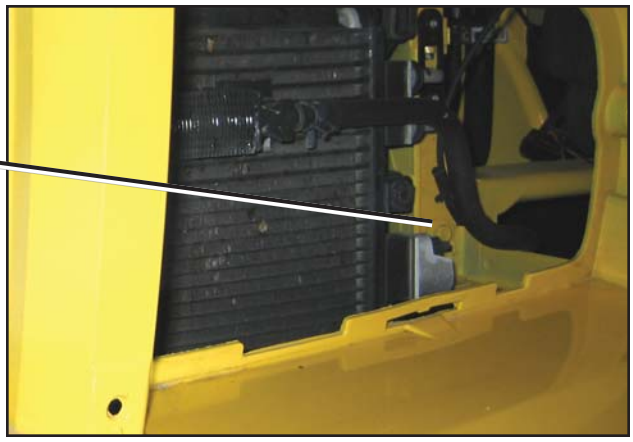


Condenser's Metal Tab Removal

7 Assemble the intercooler brackets as shown using thread locker.

Intercooler Brackets

8 Remove the frame bolt with a 13 mm socket.



Frame Bolt

9 Install the intercooler brackets as shown using the supplied hardware.

Driver's Side
Intercooler Bracket Installed

Tech Tip: If installing this system onto a 6.1L SRT8 vehicle, install the supplied 3/8" washers behind each intercooler bracket for proper spacing.

10 Rotate the horn mounting positions on brackets. The horn exit needs to be perpendicular to the bracket's mounting surface as shown.

Original Horn Configuration

New Horn Configuration

11 The passenger's side horn now mounts on the driver's side and vise versa. Mount as shown using the supplied black locking flange nut.

Horn Reinstalled

12 Route the horn wire extension below the intercooler and behind the front bumper from the passenger's side to the driver's side. You may tuck the wire between the bumper and bumper cladding.

13 Pull the intercooler out away from the condensor as far as possible. Also, be sure the intercooler is also pushed down as low as possible, this will allow proper clearance for the radiator covers which will be reinstalled later. Tighten the intercooler with the supplied bolts.

Intercooler Installed

14 Reinstall the outside air temperature sensor.

Supercharger Crank Pulley

Fan Assembly Removal

Tech Tip: *You must remove the fan and shroud assembly to install the crank pulley.*

1. Disconnect the main electrical connection located on the top left of fan housing.
2. With a 10 mm socket, remove the top two bolts in the corners.
3. With a 10 mm socket, remove the retaining screw from the clamp of the power steering line to frame to provide clearance for the fan assembly removal.
4. Lift the fan up past the hooks and drop the assembly to the floor and remove.
5. With a 10 mm socket, remove the transmission access cover to access the starter ring gear.
6. Lock up the transmission using appropriate tool.
7. Remove the bolt from the center of the damper pulley with a 21 mm socket.

Engine Fan

Radiator Removal

Tech Tip: *You must remove the radiator for clearance to install the ATI Performance Products Damper on 6.1L vehicles.*

1. Remove the coolant reservoir cap. Drain the radiator by opening the drain cock located on the bottom passenger side of the radiator.

2. Disconnect the upper and lower radiator hoses from the radiator.

3. Remove the (4) 13mm bolts securing the radiator core support to the vehicle. Remove the core support.

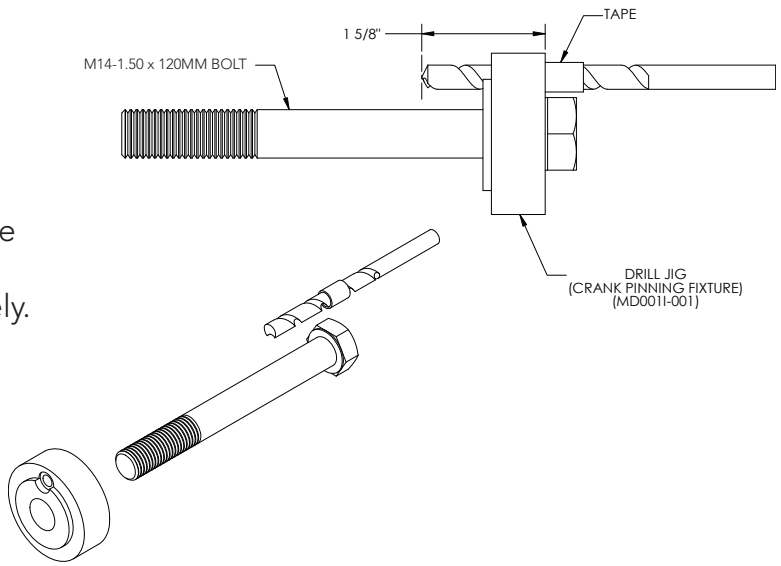
4. Remove the (4) 10mm bolts holding condensor to the radiator.

5. Carefully remove the radiator from the vehicle, allowing the ac condensor to remain in teh vehicle. It may be best to zip tie the condensor to the vehicle, out of the way.

Radiator Core Support Bolts (Pass. Side)

5.7L Crank Pinning

Tech Tip: If installing this system onto a 6.1L SRT8 vehicle, an ATI Performance Products Super Damper part #918432 (optional on the 5.7L uses ATI Performance Products Super Damper part #918435) is required and must be purchased separately.



Crankshaft and Harmonic Balancer Drill Jig

1. With a 10 mm socket, remove the transmission access cover to access the starter ring gear.
2. Lock up the transmission using appropriate tool.
3. Remove the bolt from the center of the balancer with a 21 mm socket.
4. Place the drill jig onto the crank pulley, tighten it into place using the supplied M14-1.50 x 120mm hex head bolt.
5. Tape the supplied 1/4" HSS drill bit 1-5/8" from the tip. Using this taped drill, drill a hole in the crankshaft and harmonic balancer stopping at the tape edge of the drill. The hole will be centered on the OD of the crankshaft. Do not drill deeper than .800" into the face of the crankshaft.
6. Remove the pinning tool and set aside. Clean the chips from inside the drilled hole and the surrounding area throroughly.
7. Install the supplied 1/4" OD x .75" long stainless steel dowel pin in the hole.

Drill Jig Installed

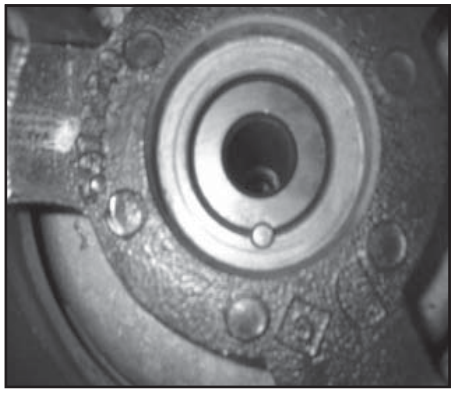
Drilling the Crank

5.7L Crank Pinning (Cont.)

8. Install the supercharger crank pulley over the stock balancer and turn it counter clockwise until the crank pins stop against the balancer spokes.

Warning: *Viewing the engine from front, the crank damper rotates clockwise. The crank pulley must be rotated counter-clockwise until the crank pins stop against the damper spokes before bolt is tightened. If this is not performed, permanent damage to the vehicle could occur!*

9. Using the original bolt, torque the balancer bolt to 129 ft-lbs.



Crank Pulley Pinned to Crankshaft

Supercharger Crank Pulley Installed

6.1L Crank Pinning

1. With a 10 mm socket, remove the transmission access cover to access the starter ring gear.

2. Lock up the transmission using appropriate tool.

3. Remove the bolt from the center of the balancer with a 21 mm socket.

4. Using a 3-jaw gear puller, remove the factory balancer.

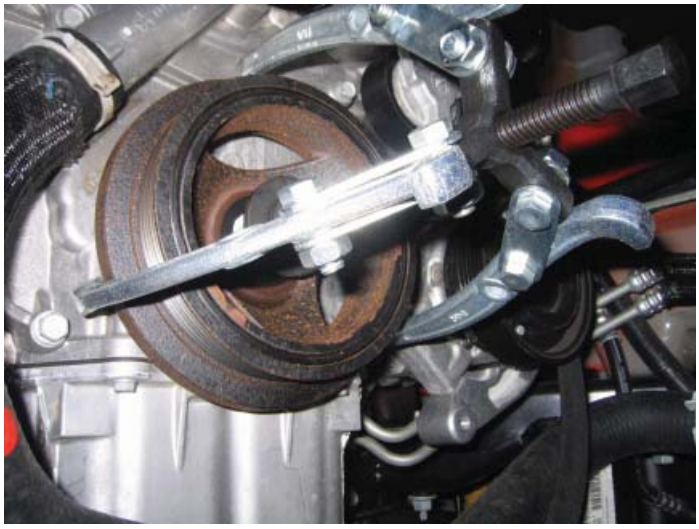
5. Install the ATI Performance Products balancer per manufacturers instructions.

6. Place the drill jig onto the balancer hub, tighten it into place using the supplied M14-1.50 x 120mm hex head bolt and washer.

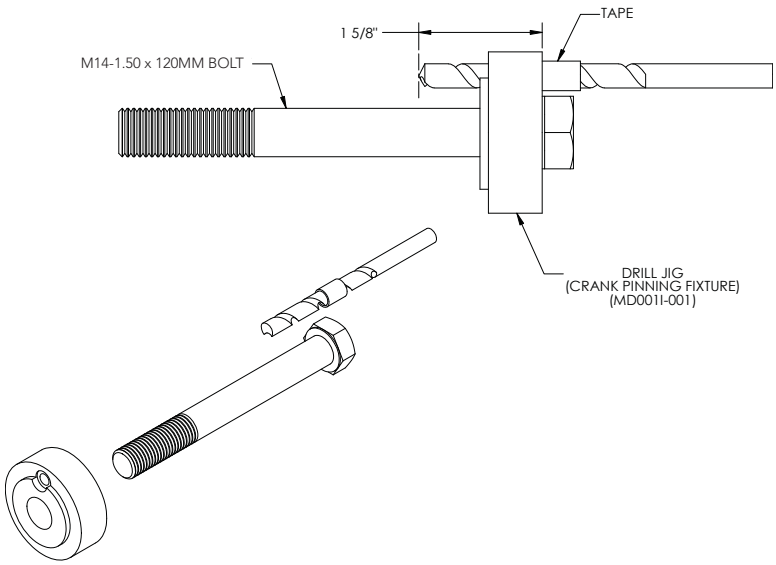
7. Tape the supplied 1/4" HSS drill bit 1 5/8" from the tip. Using this taped drill, drill a hole in the crankshaft and harmonic balancer hub stopping at the tape edge of the drill. The hole will be centered on the OD of the crankshaft. Do not drill deeper than .800" into the face of the crankshaft.

8. Remove the pinning tool and set aside. Clean the chips from inside the drilled hole and the surrounding area throroughly.

9. Install the supplied 1/4" OD x .75" long stainless steel dowel pin in the hole.



Removing The Factory Balancer



Crankshaft and Harmonic Balancer Drill Jig

Drill Jig Installed/Drilling The Crank

6.1L Crank Pinning (Cont.)

10 Using the original bolt, torque the balancer bolt to 129 ft-lb.

11 Attach the supplied supercharger drive crank pulley to the ATI Performance Products balancer using the supplied (3) 3/8-16 x 1 1/2" HHCS.

Crank Pulley Installed

Re-Installing Components

1. Install the transmission access cover.
2. Reinstall the radiator and radiator cradle.
3. Zip tie the A/C lines down out of the way.
4. Reinstall the factory 6 rib accessory belt (if installing onto a 6.1L vehicle, use the supplied belt.)
5. Reinstall the fan.

Tech Tip: *If installing the system into a 6.1L SRT8 vehicle, the fan and shroud must be reconfigured. Before reinstalling the fan, rotate the passenger side fan motor so the plug is on the opposite side, this provides additional belt* clearance. Also, some clearancing of the drivers side fan shroud might be required for belt clearance. This can be accomplished by sanding or grinding the fan shroud as needed.

6. Reinstall fan bolts and reconnect the electrical connection.
7. Adjust the power steering line by unbolting the clamp holding the power steering line. Slide the line towards the driver's side as far as possible and tighten clamp. Do not disconnect the line.

AC Lines Zip Tied Out of Way

Reconfigured 6.1L Fan

Power Steering Line's New Position

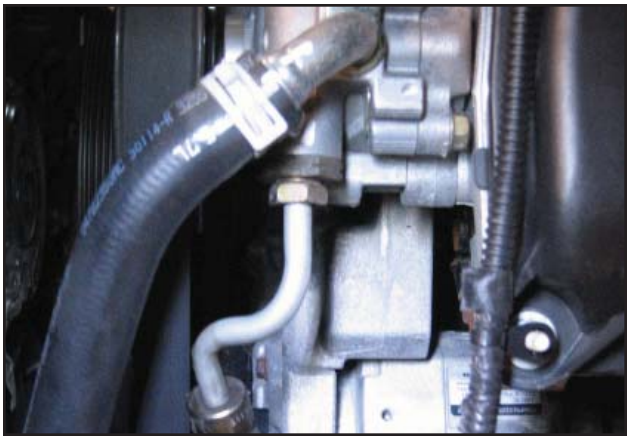
Supercharger Bracket

Power Steering Hose

1. With a 18 mm wrench, loosen the power steering pressure side hose. Rotate hose as shown.

2. Remove the SHCS with a 5 mm hex bit socket from the power steering return hose. Rotate the power steering line and install the retaining bracket (3DDPS-001) as shown with a 13 mm socket.

Power Steering Hose's Original Position



Power Steering Hose's New Position

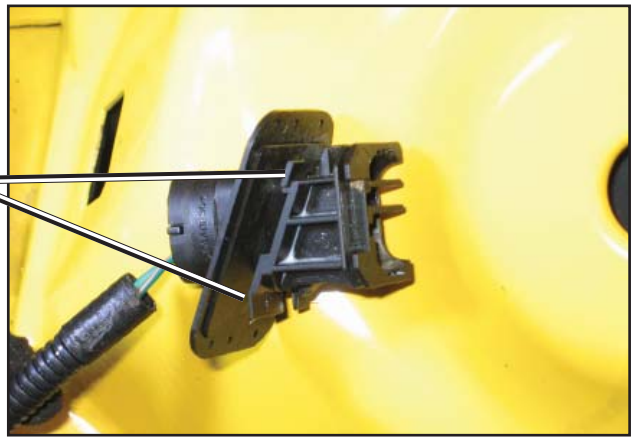
Power Steering Return Hose's
New Position with Retaining Bracket

Driver's Side Brake ABS Sensor

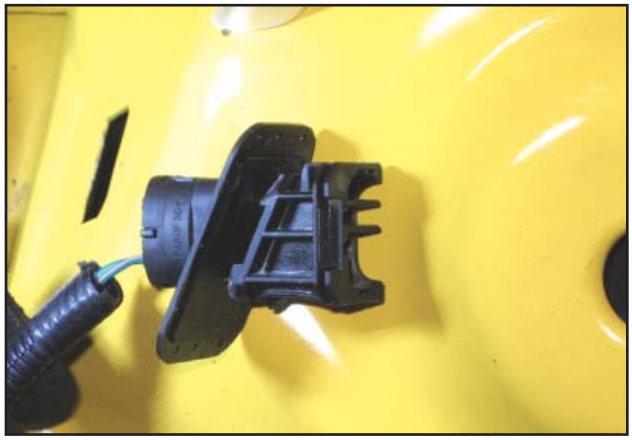
1. Unplug and remove the connection from fender by pressing down on the wire clip and gently pulling on the plug.

ABS Sensor Connector Fender Side

2. Remove the tabs from female connection.



ABS Sensor Connector with Tabs



ABS Sensor Connector without Tabs

3 Zip-tie the connector back into the hole from the tire side so the secondary flange engages the fender on the inside of the engine compartment.

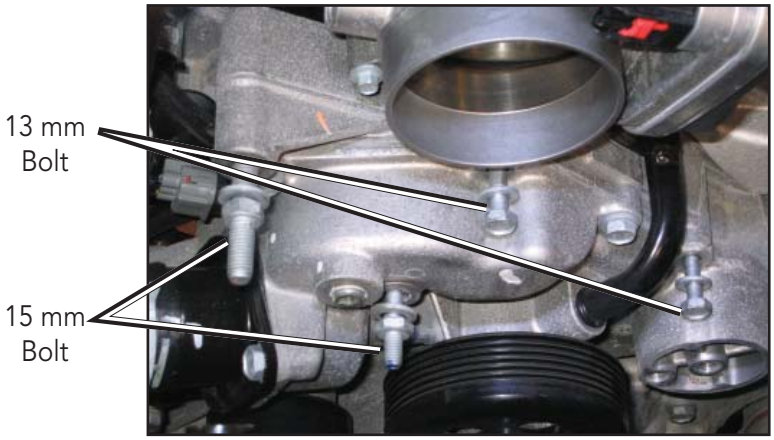
ABS Sensor Connector Zip Tied

4 Zip-tie the harness down to the brake lines as shown.

ABS Sensor Zip Tied to Brake Line

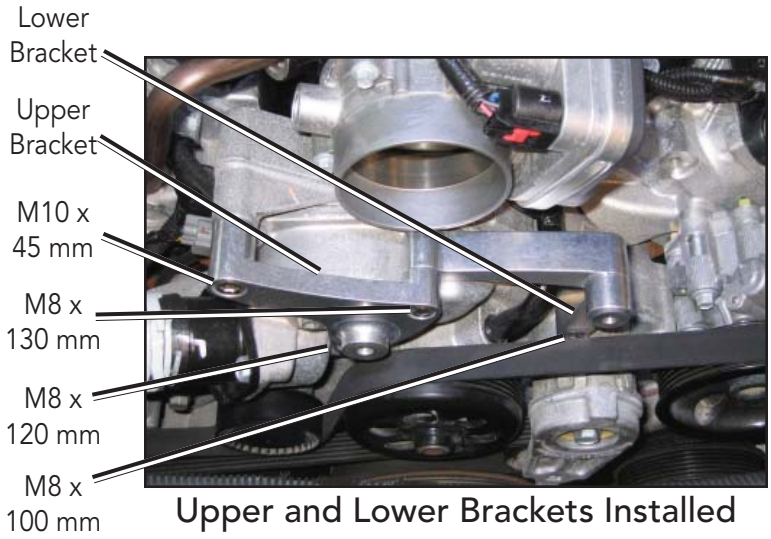
Tensioner and Belt

1. Remove the serpentine belt.
2. Remove the factory automatic belt tensioner using a 15 mm socket.
3. Remove the front cover bolts with a 13 mm and a 15 mm socket.



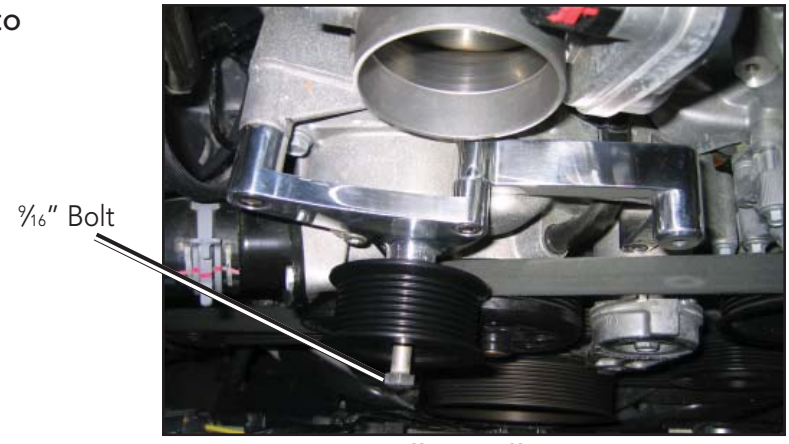
Supercharger Bracket Bolts

4. Install the lower sub-bracket, as shown, using a 6 mm hex bit socket.
5. Install the upper bracket, as shown, using 8 mm hex bit socket.
6. Align brackets and tighten SHCS.
7. Reinstall the factory tensioner.
8. Reinstall the serpentine belt, verify the belt is correctly aligned on each pulley.



Upper and Lower Brackets Installed

9. Install the idler pulley and idler shaft onto the upper bracket with a 9/16" socket.



Idler Pulley

Lower Bracket

1. Raise the vehicle in order to access the A/C compressor.

2. Remove two air conditioner compressor bolts from the front of the unit using a 15 mm socket.

3. Install the lower bracket as shown using the two M10 SHCS with an 8 mm hex bit socket. Tighten to 37 ft-lb (50 N-m).

Lower Bracket Installed

Main Bracket

1. Verify the three drive transfer bolts on the back of the main bracket are loose. You will tighten the drive transfer bolts after the cog belt is installed.

2. Lower the main bracket assembly into the location as shown.

3. From the bottom of the car, insert the bottom 5/16 - 18 x 4.0" SHCS with the 1.72" spacer using a 1/4" hex bit socket. Do not tighten.

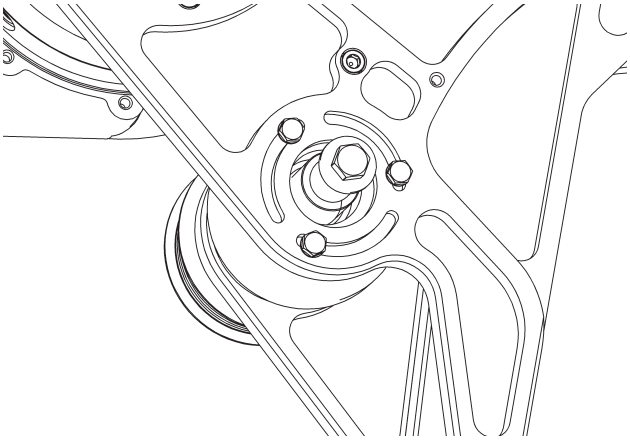
4. From above the car, insert the top back M8 - 1.25 x 40 mm SHCS with the 0.65" long spacer using a 6 mm hex bit socket. Do not tighten.

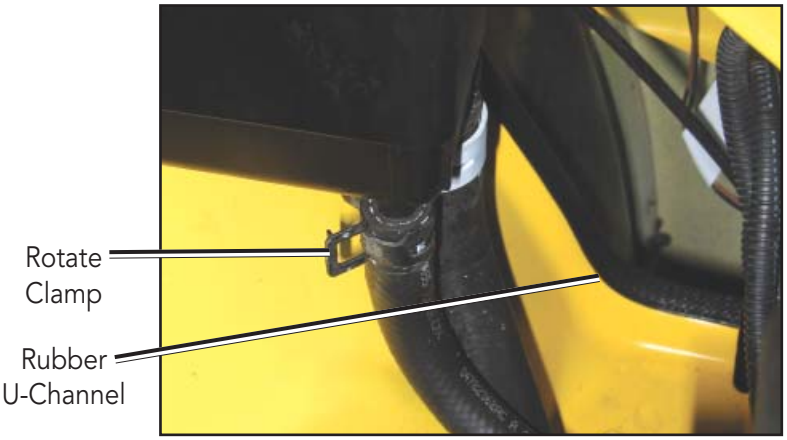
5. With a 6 mm hex bit socket, insert the top front M8 - 1.25 x 30 mm SHCS. Align the brackets and tighten all bolts.

Tech Tip: *The lower drive transfer bolt may be removed to make the cog belt adjustment easier. Use thread locker when reinstalling the cog pulley!*

6. To provide clearance for the ProCharger head unit, rotate the power steering reservoir clamps as shown.

Main Bracket Installed


Drive Transfer Bolts



Rubber U-Channel Installed

ProCharger Head Unit

1. Install the PCV Hose onto the drivers side valve cover bung and route to the front of the vehicle. Secure it in a position that aims straight down at the ground. Use the supplied zip ties to secure the line out of the way of moving components (belts/ pulleys/etc.)

Tech Tip: The PCV line can be attached to a catch can (not included) for oil collection.

Main Bracket

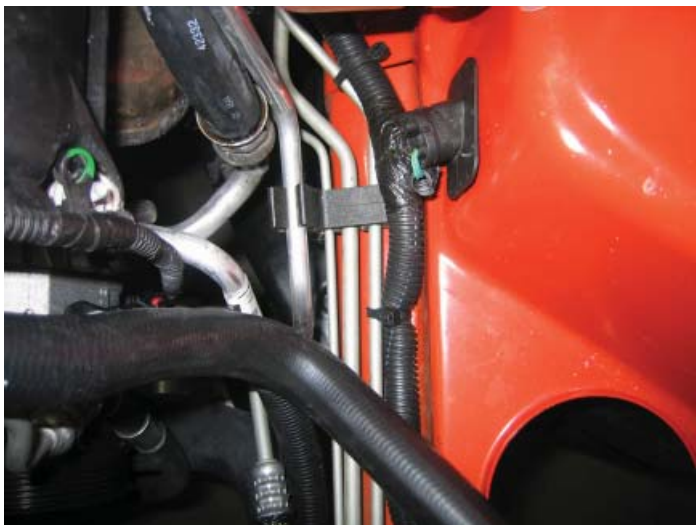
2. Before installing the supercharger, attach the 45° hose, slightly rotated using a #52 band clamp onto the supercharger as shown. Remove the outer flange from the supercharger cog pulley to make belt installation easier.

ProCharger Head Unit

3. Fit the supercharger into the bracket.

4. With the two ⅜-16 x 1¼" SHCS start mounting the supercharger onto the bracket. Thread in remaining ⅝-18 x ¾" SHCS. Tighten all SHCS.

5. Install the supplied intake bellmouth assembly onto the inlet of the supercharger. Secure the connection with the supplied #60 hose clamp.



ProCharger Head Unit Installed

ProCharger Cog Belt

1. Position the lower cog pulley in the loose position by rotating the drive transfer housing counter-clockwise.

2. Remove the outer flange from the ProCharger cog pulley.

3. Feed the cog belt onto the lower cog pulley.

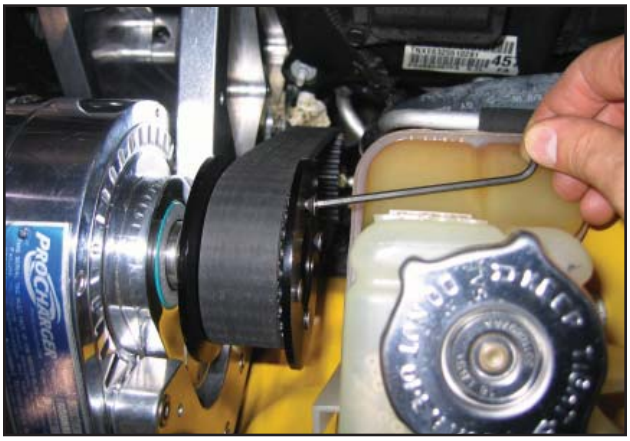
4. Roll the cog belt onto the upper cog pulley.

5. Reinstall the flange to the upper cog pulley using Loctite on each of the screws.

6. To tighten the cog belt, rotate the drive transfer housing clockwise and align the first marks on housing and bracket. After approximately 1,000 miles, re-tension the cog belt by rotating the drive transfer housing to second mark.

7. Tighten the three ¼-20 x ⅝" bolts located on the back bracket to lock in the drive transfer housing with a 7/16 wrench.

8. Install the cog guard.



Cog Pulley Outer Flange

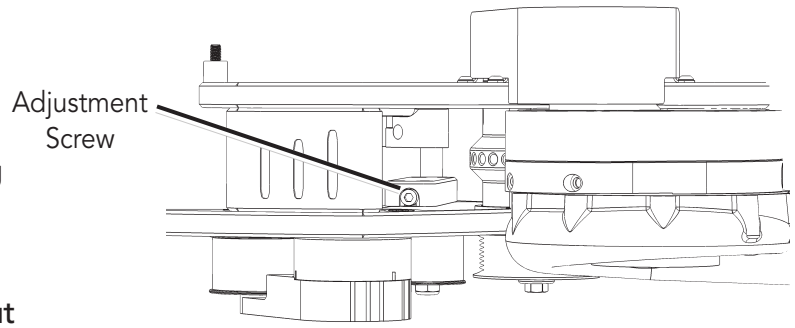
Cog Pulley Guard

Serpentine Belt

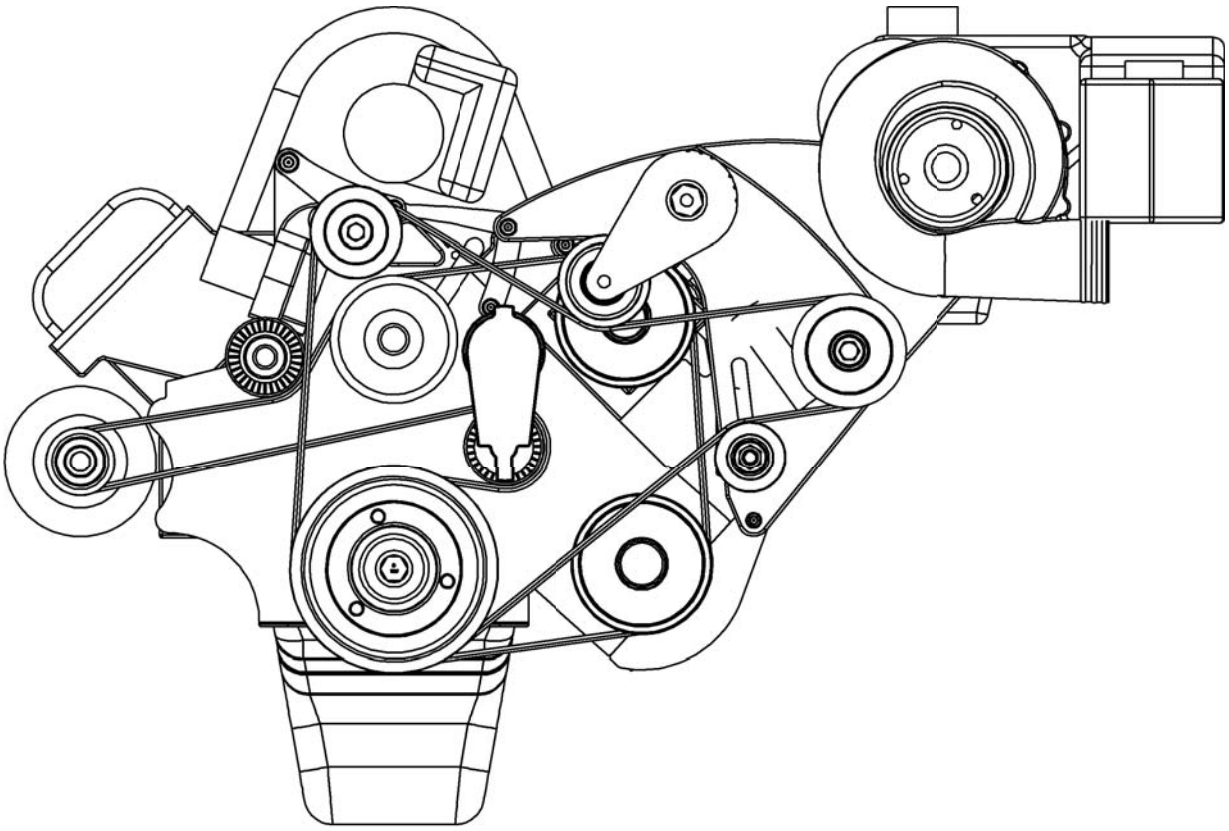
1. Make sure the adjustable idler pulley is in the lower location and install the serpentine belt as shown below.

2. Tension the serpentine belt by adjusting the idler pulley adjustment screw.

3. Using a ¾" wrench, tighten the brass nut at the front of the pulley to lock the idler pulley in place.



Serpentine Belt Adjustment Pulley



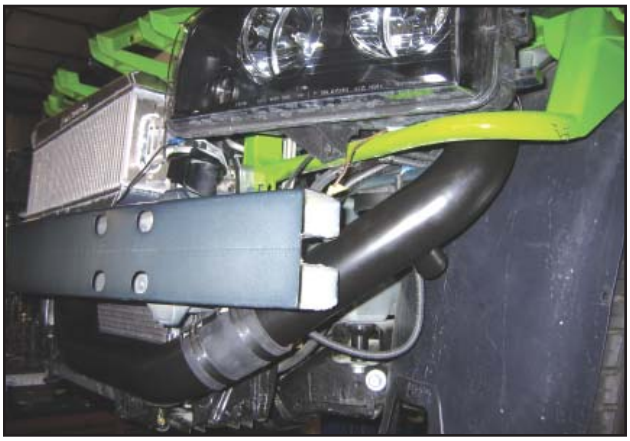
Serpentine Belt Path

Tubing and Hoses

Intercooler Tubing

Warning: *Inspect the inside of each tube for any foreign debris. Remove any debris from the interior of the tubes before installing.*

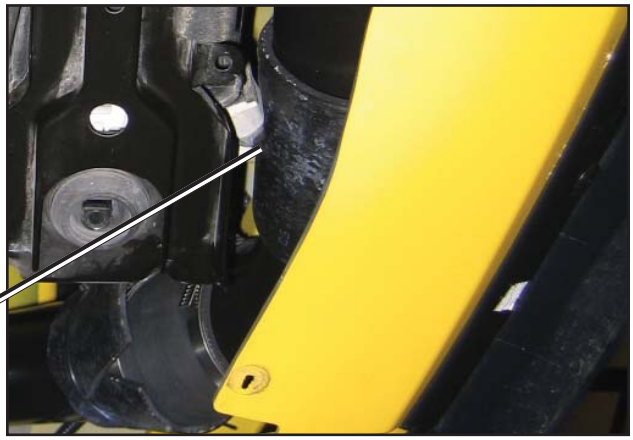
Tech Tip: Drivers side brake cooling duct needs to be removed or trimmed for intercooler tubing clearance.



Intercooler Tubing

1. Install tube AIDDI1-007.

2. Install tube AIDDI1-006. Install hose as shown to insulate against the A/C line.



A/C Line and Tube AIDDI1-006

ProFlow

1. Route the vacuum line from the top of the engine bay. Do not connect at this time.
2. Trim the elbow hose to the minimum length and install on to the ProFlow.
3. Plug the vacuum line onto the ProFlow.
4. Mount the ProFlow on the tube as shown.

ProFlow Installed

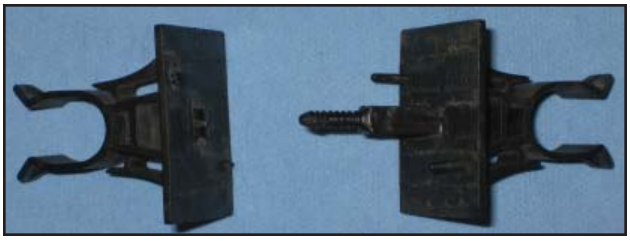
Power Steering Components

1. Remove the plastic retainers from the power steering cooler ends.
2. Clip the bosses.
3. Drill the pilot holes into the bottom of the plastic retainer using a 3⁄16" bit.
4. Reinstall the plastic retainer onto the power steering cooler.
5. Mount the bracket to the power steering cooler using the supplied phillips head screws.
6. Bend the tabs on the radiator support.
7. Loosen the clamp and rotate the cooler.
8. Install the bracket for the power steering cooler on the two tabs located at bottom of the condenser.

Tech Tip: *If installing onto a 6.1L SRT8 vehicle, the power steering bracket must be spaced out using the supplied 4" tube spacers and supplied longer bolts.*

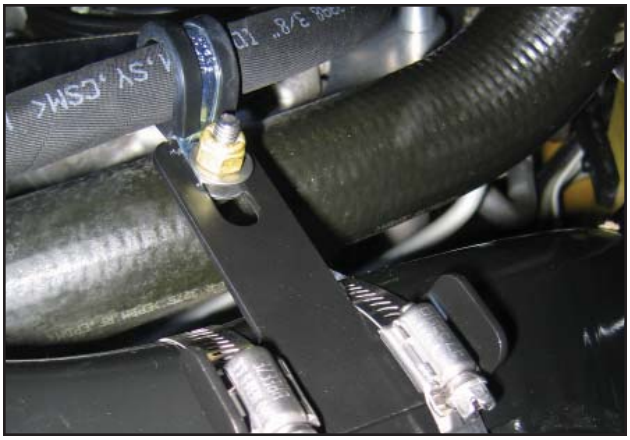
9. Stabilize the power steering line by mounting the bracket as shown.

Power Steering Cooler



Plastic Retainer Clips

Power Steering Cooler



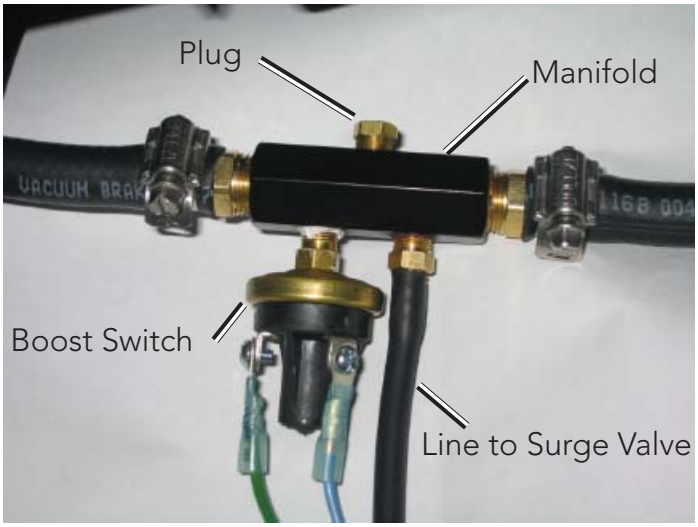
Power Steering Line

Vacuum Line

1. Assemble the supplied vacuum manifold as shown. If you have or are installing a boost gage, do not install the plug, use an additional barb fitting. Thread each fitting into the manifold. Thread the 3/8" barbed fittings onto each end of the manifold.

   (The boost switch is used for full system 6.1L SRT8 models only. If you are installing this kit onto a 5.7L model, plug this port.)

2. Locate the brake booster hose located on the drivers side near the firewall. Remove a 3 1/2" section of this hose in order to place the manifold in line.



Vaccum Manifold Assembly

3. Mount the manifold by sliding each barbed fitting into the open ends of the brake booster hose. Secure the connection with the provided #06 hose clamps.

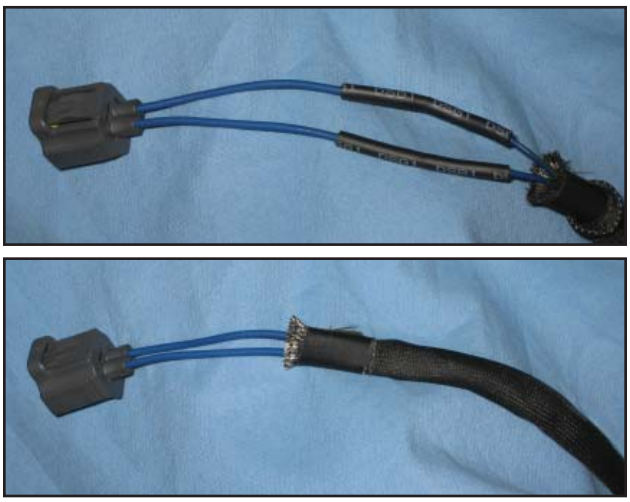
4. Be sure the brake booster hose connections are tight, verify the connection to the booster did not come loose as well.

5. Route a vacuum line from the vacuum manifold and attach it to the barb located on the Proflow surge valve. Secure the line with provided zip ties.

Vacuum Manifold Installed

IAT Sensor

1. Tape back the IAT (Inlet Air Temperature) sensor's braided sleeve with electrical tape.
2. Cut off the IAT sensor and strip ~¼" of insulation from the wires.
3. Slide heat shrink over wires.
4. Connect the blue with green stripe wire to #1 and the blue wire to #2 plug positions.
5. Solder the new IAT sensor to the wires.
6. Insulate the solder joints with heat shrink and replace braided sleeve.



IAT Sensor Modification

Fuel System
(Full Systems Only)

Fuel Injectors

1. Reconnect the battery.

2. Remove relay 46 from the panel in the trunk.

3. Crank the engine for 15 seconds.

4. Disconnect the battery.

5. Unclip the wiring harnesses from each injector. Remove the four 10mm bolts securing the fuel rails to the manifold. Pull the fuel rails up off of the manifold to gain access to the fuel injectors.

Electrical Panel

6. Remove the fuel injector retaining clips from the injectors and rails. Remove the injectors by pulling them straight out of the rails.

Tech Tip: Lightly oiling the injector o-rings eases installation.

7. Install the new injectors, followed by the factory retaining clips.

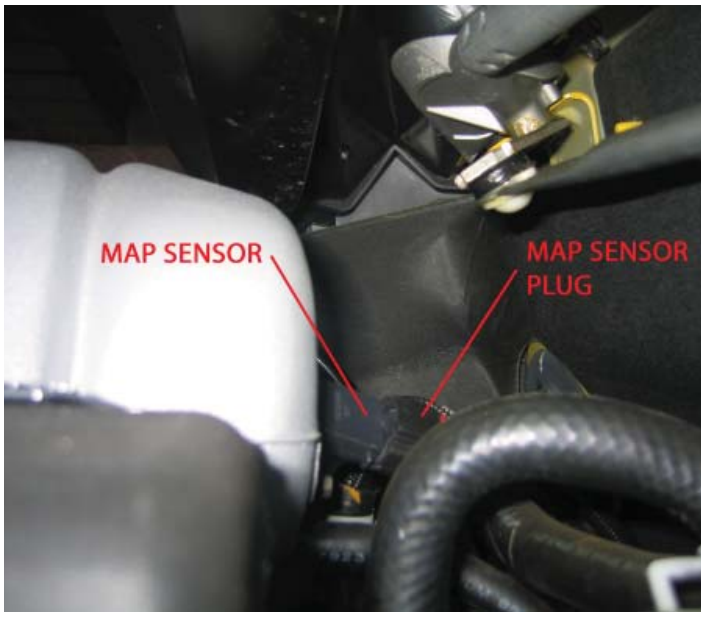
8. Due to injector height, spacers must be used to space the rail correctly. Mount the spacers on the manifold, push the injector and rail assembly into place, and tighten the rails with the new hardware. Reinstall each wiring harness to each injector.

Fuel Rails Installed

Map Sensor (6.1L SRT8 Models)

1. Remove the factory MAP sensor located on the backside of the intake manifold. Remove the electrical harness by sliding the red retaining tab back and disconnecting it from the sensor. Remove the two 8mm bolts and pull the factory MAP sensor out of the vehicle.

2. Install the new 2 bar MAP sensor (05033224AB), tighten the 8mm bolts, and connect the harness to the new sensor.

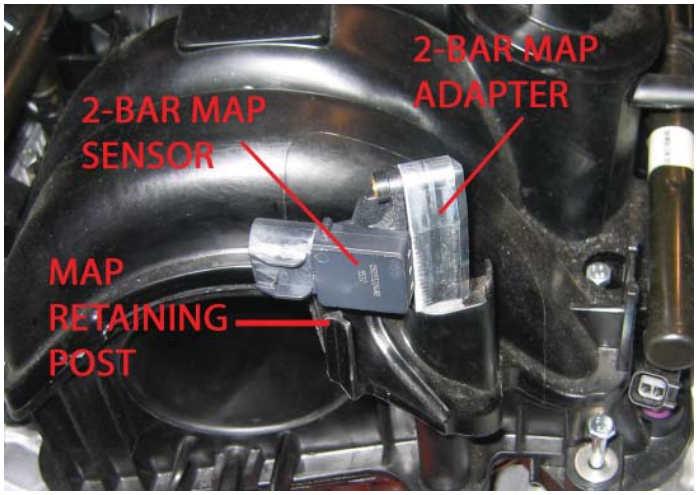


2 Bar MAP Sensor Installed (6.1L SRT8 Model)

Map Sensor (5.7L Models)

1. Remove the factory MAP sensor located on the backside of the intake manifold. Remove the electrical harness by sliding the red retaining harness tab back and disconnecting it from the sensor. Remove the two 8mm bolts and pull the factory MAP sensor out of the vehicle.

2. Install the supplied o-ring onto the MAP adaptor. Install the MAP adaptor onto the manifold, followed by the supplied 2 bar MAP sensor (05033224AB). Reinstall the 8mm bolts, and plug in the harness.



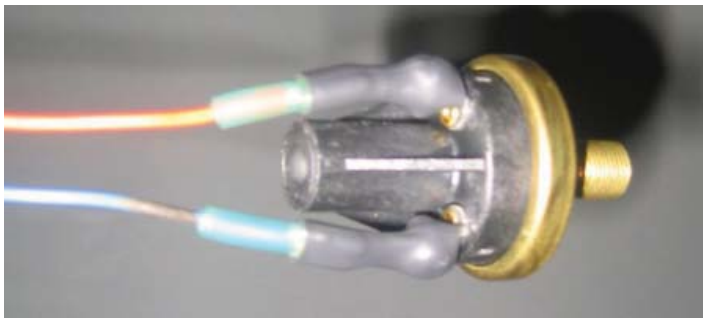
2 Bar MAP Sensor Installed (5.7L Model)

Fuel Pump Booster

(Booster is only included and required for 6.1L SRT8 Models Only)

1. Make sure the ignition is off and the key is removed from the ignition.

2. Connect the manifold pressure trigger wiring to the boost switch and insulate the terminals using the supplied shrink tubing (Figure 1).



Boost Switch (Figure 1)

3. Connect the boost switch to the vacuum manifold if not already done (Figure 2).

4. Route the trigger wiring to the power distribution center located in the trunk (Figure 3-8).

Vacuum Manifold (Figure 2)

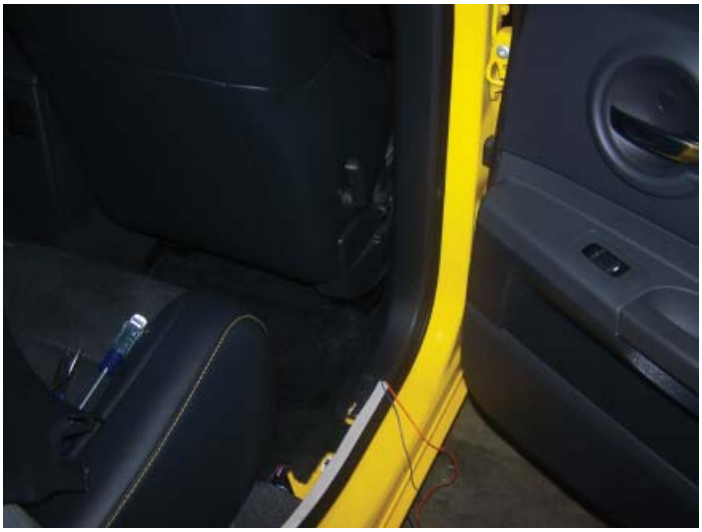
Fuel Pump Booster

Firewall Penetration (Figure 3)

Wires Through Backseat (Figure 6)

Wires in Glovebox (Figure 4)

Wires into Trunk (Figure 7)



Wires in Door Sill (Figure 5)

Wires to Power Disctibution Module (Figure 8)

Fuel Pump Booster

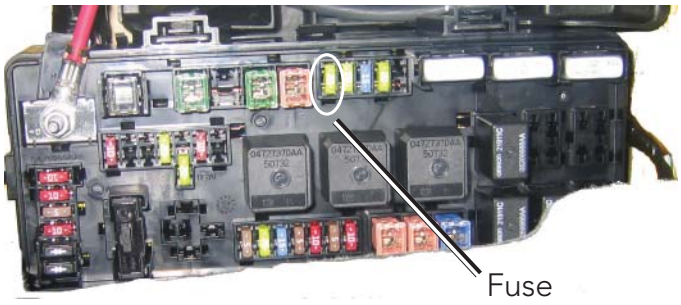
5 In the trunk of the vehicle, remove the fuel pump fuse from the Power Distribution Center (Figure 9).

6 Peel back the protective sheath from the wire bundle several inches (see Figure 10), locate and cut the power to the fuel pump, dark blue with orange stripe wire. Prior to cutting, confirm the wire color at the fuel pump module.

Fuel Pump Power Wire (Figure 10)

Tech Tip: Prior to cutting, confirm the wire color at the fuel pump module. Remove the back seat, remove the fuel pump module cover (Figure 11), unplug the fuel pump wiring connector, and verify the wire in position number 5 is dark blue with an orange stripe (Figure 12).

Fuel Pump Module Cover(Figure 11)



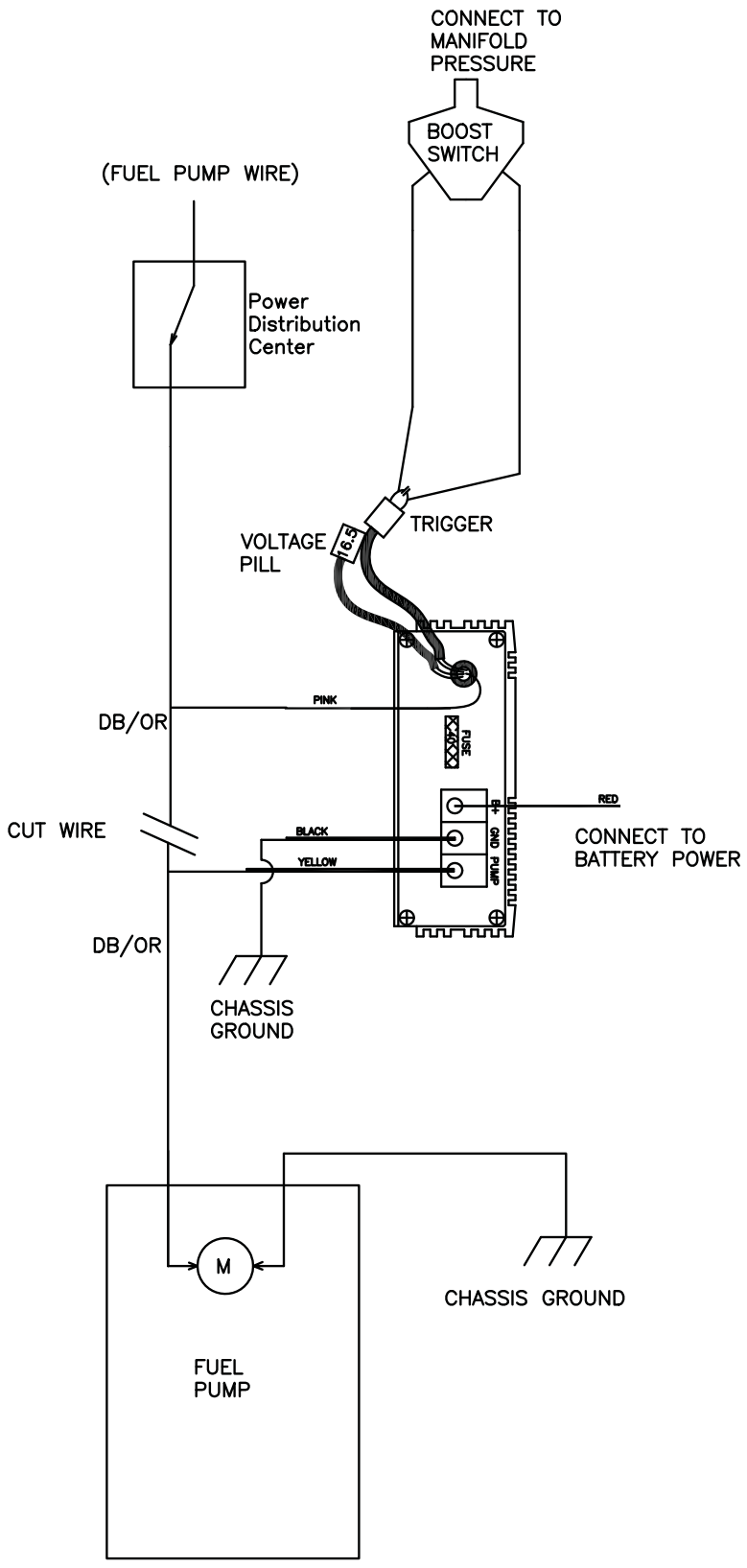
Fuel Pump Fuse (Figure 9)

Fuel Pump Wiring Connector(Figure 12)

Fuel Pump Booster

Wiring Diagram(Figure 13)

NOTES:
1. FLOW CHARGER SHOULD BE MOUNTED IN TRUNK OUTSIDE OF SPARE TIRE WELL.
2. FLOW CHARGER MUST BE WELL GROUNDED TO CHASSIS
3. REPLACE STOCK FUEL PUMP FUSE WITH SUPPLIED HIGHER CAPACITY FUSE
4. BOOST SWITCH TERMINALS MUST BE ELECTRICALLY INSULATED



Fuel Pump Booster

7 Connect the Flowcharger wiring as shown in the wiring schematic (Figure 13). Be sure the FLowcharger has a solid ground contact.

8 Securely mount the Flowcharger. For high power or high ambient tempertaure useage, Flowchargers should be mounted outside of the spare tire well where it is exposed to cooling air. Wires must be cut long enough to allow proper mounting.

Fuel Pump Module Cover(Figure 14)

Flowcharger Mounted In Wheel Well (Figure 15)

Predator Flash Tuning

Hardware and Software Requirements:

1. DS Downloader version 1.9.9.6
   http://www.diablosport.com/index.php?module=htmlpages&func=display&pid=121
2. PC or Laptop with internet connection and 9-pin serial port or USB port

A serial cable and an AC to DC power adapter must be obtained. DiabloSport offers both of these items in a package that can be purchased through any authorized DiabloSport dealer. The part number for this item is U7777. Alternatively, these items can be purchased locally from any Radio Shack or similar electronics retailer. The descriptions, part numbers and recommended source for these items are presented below.

1) Serial Cable:

- For PC's with DB-9 serial communications port(s):

  A standard, RS-232C, straight through, DB-9 male to DB-9 female cable is required to connect the PC to the Predator.

  Recommended Source: Radio Shack part number: 26-117, 6-ft DB9 male to DB9 female shielded RS-232C cable

- For PC's with USB ports only:

  If the PC only has USB ports available, a USB to RS-232C converter cable is required. This cable will convert a USB port to a serial port to connect to the Predator.

  Recommended Source: Radio Shack part number: 26-183, 6-ft USB to Serial Port Adapter Cable

2) Power Adapter:

The Predator requires a 12 Volt, 1 Amp power source to turn it on. An AC to DC power adapter allows the Predator to be turned on when not connected to the vehicle. The Power Adapter's plug tip is 2.5mm in diameter and 5.5mm in length. The required polarity is center contact is positive and the outer contact is ground.

Recommended Source: Radio Shack part number: 273-1776, 12V/1000mA AC to DC Power Adapter (This item includes a Plug Adapter. Please specify part number: 273-1717 to obtain the correct adapter.

* Note: If the update will be performed with a laptop computer, the vehicle's OBDII port can be used to substitute for the Power Adapter.

Predator Flash Tuning

1. Peform the "Calibration Update" using the supplied Predator U7135 Predator. Plug the Predator into the vehicle's OBDII port. Proceed to perforamance tune and follow the on screen prompts. If no calibration update is prompted, proceed to step 2.

2. Install the performance tune, modify stock tune from Predator ECM.

   1) Select performance tune.

   2) Select Diablo tunes.

   3) Select modify stock tune.

3. Unplug the handheld from the vehicle.

4. Using DS Downloader, download the original file from the Predator to a PC, and email the tune to tuning@Procharger.com along with the Procharger serial number in the subject line.

5. Tuning@Procharger.com will email back the tune for your vehicle. Upload the tune from your PC to the Predator using DS Downloader.

6. Load the Procharger tune from the Predator to the ECM

   1) Select Performance Tune

   2) Select Custom Tune

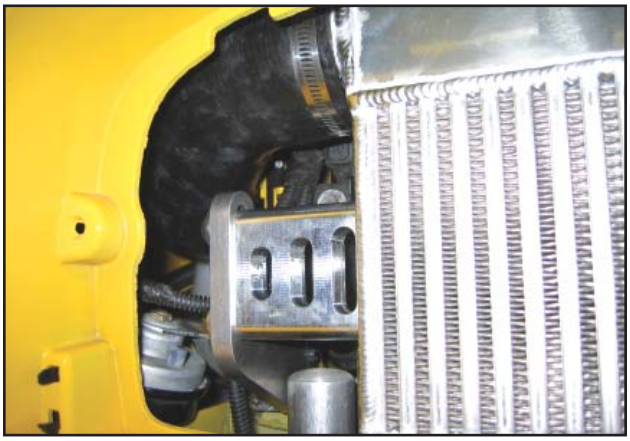
   3) Select Tune and follow on screen prompts.

Engine Intake

1. Disconnect the ABS wiring harness from the ABS module located by the passenger's side fender.

2. Slide the molded hose into position and mount to intercooler's coupler using a #52 band clamp. The clamp can be tightened from the top.

Tech Tip: *Shape second #56 band clamp into oval before sliding onto molded hose.*



Intercooler Hose Installed

3. Install the molded plastic intake by first inserting into molded hose. Use tire shine on mating components to make assembly easier.

4. Connect the engine intake with a 3¾" rubber hose and secure with two #56 band clamps.

5. Install the supplied sensor and connect the wire harness.

Intake Tube

6. Reconnect the ABS wiring harness. The ABS block is mounted on the rubber grommets, it may be necessary to flex the ABS block out to provide clearance.

ABS Wiring Harness

Finishing

1. Cut the engine cover as shown (5.7L engine cover only, 6.1L SRT8 covers do not need to be trimmed.)
2. Reinstall the engine cover(s).
3. Reinstall the front grill.
4. Reinstall the underside cladding.
5. Clear system of any installation debris.
6. Reconnect the battery.

Engine Cover

Operation and Maintenance

Cold Starting

Never race your engine and ProCharger supercharger when your engine is cold. Allow the water temperature to climb into operating range for several minutes before driving above 2,500 rpm, to ensure adequate oil lubrication.

Fuel Quality

With a properly installed intercooled ProCharger supercharger system, detonation should not occur. For the best performance and reliability, use premium grade fuel (91 octane or higher). Listen for signs of detonation after refueling, and after replacement or modification of any fuel system component(s). If detonation occurs, reduce the throttle and locate the source.

Ignition System Maintenance

If your spark plugs are more than a year old or have more than 10,000 miles logged, you should consider changing them before driving your vehicle under load. Spark plug wires should be changed if visibly damaged or when resistance exceeds factory specifications.

Air Filter Maintenance

Your air filters should be cleaned periodically, potentially as often as every 10,000 miles or 6 months, even though a service interval of 50,000 - 100,000 miles is quoted by the manufacturer under normal driving conditions. A clogged air filter will result in decreased boost levels and vehicle performance. Be sure to re-oil the cleaned filter before re-installing. Always operate your vehicle with an air filter, failure to do so may result in damage to your ProCharger supercharger and personal injury!

Belt Replacement

The serpentine belt, which turns your ProCharger supercharger, will stretch after initial run-in, and should be retightened after the first hundred miles. Tighten the belt sufficiently to avoid slippage, but do not overtighten. Overtightening the belt could cause damage to the ProCharger supercharger's precision bearings. When reinstalling the belt, use the belt routing diagram in this manual. If you reuse a thrown belt and find that it needs frequent re-tightening, the belt is damaged and should be replaced. Gates Micro-V belts can be bought from ATI or from your local parts store.

ProCharger Oil Change Intervals

The first oil change should be performed at 500 miles and at 6,000 mile intervals thereafter. Clean drain plug after every oil change. Drain oil by removing the drain plug. Clean off drain plug before reinstalling.

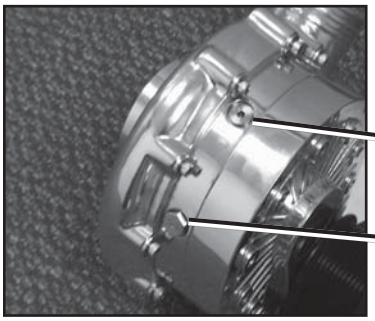
ProCharger Oil Level

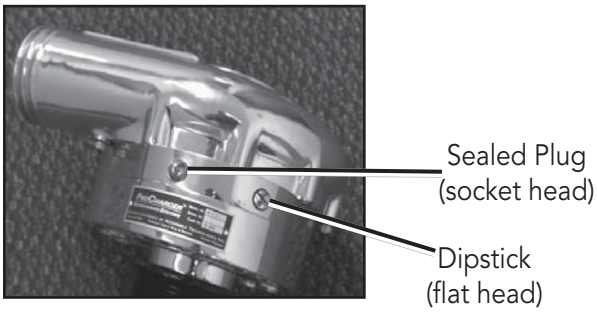
The ProCharger supercharger's oil level must be checked periodically to ensure the proper lubrication. The dipstick can be loosened using a flat blade screwdriver or a coin. When installed, the oil level should remain between the minimum (MIN) and maximum (MAX) indicators at all times.

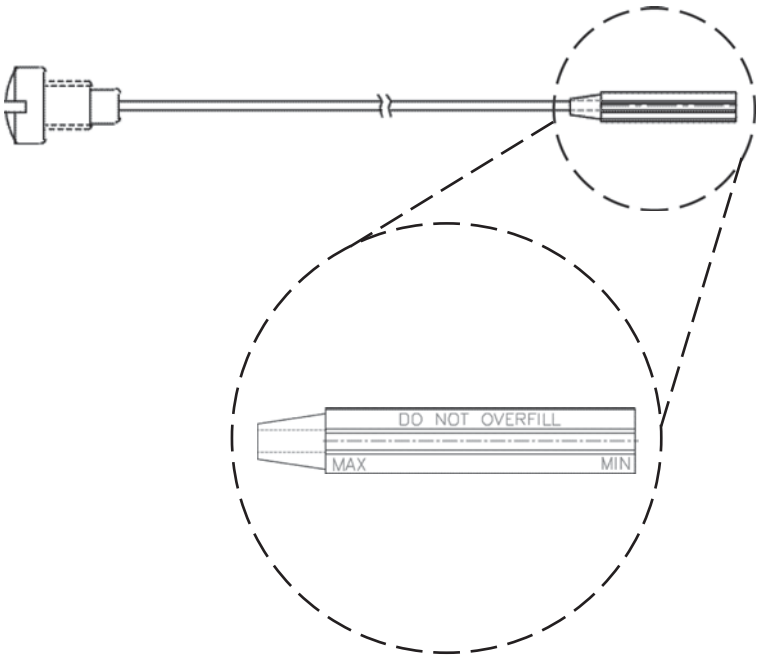
***Warning:** Filling the ProCharger higher than the maximum level on the dipstick can lead to bearing and seal damage. The supercharger is a sealed unit and should not normally require the addition of oil between service intervals. If excessive usage is noted, the unit should be sent to ATI for inspection and repair. The dipstick fitting should be firmly tightened after changing or checking the oil level.*

General

When removing the warning tag from the dipstick, be sure to retain the nylon washer. A spare nylon washer and o-ring is included. Use only the ATI supplied nylon washer and o-ring when servicing the oil dipstick and drain plug. A discoloration of the oil and residue on the drain plug may occur during the initial oil changes. This is normal and will gradually decrease. For the proper positioning of the ProCharger supercharger, the serial tag should be pointing upwards. Installing the ProCharger supercharger in another position will cause inadequate oiling and supercharger failure. If you have any questions about the maintenance of your supercharger, contact ATI.







Limited Warranty

Accessible Technologies, Inc. (ATI) provides a limited twelve (12) month warranty on the ProCharger supercharger against defects in materials and workmanship unless otherwise specified. This limited warranty starts on the date of original purchase from your local dealer, or date of shipment from the factory. This limited warranty coverage is extended only to the original owner and excludes hoses, sleeves, and electronic components manufactured by other companies. IF THE SUPERCHARGER'S DRIVE RATIO IS ALTERED IN ANY WAY FROM THE FACTORY SETTING, WARRANTY COVERAGE IS VOID. USE OF ANY PULLEY NOT MANUFACTURED OR SUPPLIED BY ATI VOIDS ALL WARRANTY COVERAGE. ATI's warranty obligations are limited to the terms below:

ATI agrees to honor a warranty claim at its sole discretion and only after inspection at the ATI factory. No warranty will be honored if any part of the product is found to have been improperly installed, tampered with, mishandled, or misused in any way. Disassembly of the ProCharger supercharger or removal of the ProCharger supercharger's serial plate voids all warranties. Claims for freight damages should be directed to the freight company.

If ATI's limited warranty applies, your product will be repaired or replaced at ATI's discretion and shipped back. If the limited warranty does not apply, ATI will advise you of the specific reason, cost of the repair, and delivery time. After advising you of this information we will, at your option, either proceed with repairs or return your product to you in the state in which it was received. In either case the product will be shipped to you COD, insured at replacement value. Therefore, you will pay the return shipping and insurance charges if ATI's limited warranty does not apply to your product.

THE WARRANTY AND REMEDIES SET FORTH ABOVE ARE EXCLUSIVE AND IN LIEU OF ALL OTHERS, ORAL OR WRITTEN, EXPRESS OR IMPLIED. THE DURATION OF ANY AND ALL WARRANTIES ON THE PRODUCTS DISCUSSED ARE LIMITED TO THE PERIOD IDENTIFIED ABOVE. ATI IS NOT RESPONSIBLE IN ANY EVENT FOR DIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES. No ATI dealer, agent, or employee is authorized to make any modification, extension, or addition to this warranty.

To obtain service under this warranty you must do the following during the warranty period:

Phone ATI (913-338-3086) and provide us with the following information:

- ProCharger supercharger serial number.
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

If a solution to your issue can not be found after the above phone consultation, you will be assigned a return authorization number (RMA). Package the You must then properly ship your product, at your expense, to the ATI factory. The product should be carefully packaged in a rugged box.

Include the following information inside the box with your product:

- Copy of your original invoice or receipt.
- Name, address, and daytime telephone number.
- Return authorization number (RMA).
- Vehicle year, make, model, engine modifications, and other modifications.
- Description of perceived issue.

Clearly mark the warranty claim number on the top and one side of the box in characters at least 2" tall. Properly package the product and ship it, prepaid and insured for the retail value of the component(s) being returned, to the following address:

Accessible Technologies, 14801 West 114th Terrace, Lenexa, Kansas 66215

ProCharger Extended Coverage

The ProCharger Extended Coverage Program extends the ProCharger warranty coverage for your an additional twenty-four (24) months, for a total of thirty-six (36) months or three years of coverage. This extended coverage applies to parts for the ProCharger supercharger head unit only and does not include other system components. With your extended coverage registration, you will receive two (2) additional boxes of ProCharger Supercharger oil.

Under the extended coverage program, Accessible Technologies, Inc. (ATI) will repair or replace any component within the supercharger head unit which is found to be defective. Only the supercharger head unit itself is included in the extended coverage.

Service under the extended coverage program is obtained through the same process as described in the Limited Warranty.

Race kits and tuner kits are not eligible for the ProCharger Extended Coverage Plan

To qualify for the ProCharger Extended Coverage:

- Only the original owner of the ProCharger supercharger is eligible.
- Completion of the Extended Coverage Registration Form is required, along with a $49 registration fee. This form must be completed in its entirety, and must be submitted along with payment within 30 days from the date of original purchase from your local dealer or date of shipment from the factory.
- Participants must have a ProCharger P-1SC, P-1SC-1, C1, or C2 supercharger head unit using the maximum warranted boost level. All terms and conditions within "The Limited Warranty" apply. Acts resulting in disqualification include but are not limited to the following:
  - Disassembly or modification the ProCharger supercharger.
  - Removal or attempted removal of the ProCharger drive pulley(s).
  - Removal or attempted removal of the ProCharger supercharger serial number plate.
  - Removal or attempted removal of the compressor housing or transmission case.
- Participants agree to properly maintain the ProCharger supercharger and provide proof of compliance with the following recommended maintenance:
  - Change the ProCharger supercharger oil after the initial break-in period of 500 miles (automotive) or 15 hours (marine).
  - Change the ProCharger supercharger oil every 6,000 miles after the initial break-in period.
  - Use only the specified amount of ProCharger Supercharger oil in the ProCharger supercharger.
  - Inspect and clean the magnetic drain plug at every ProCharger supercharger oil change.
  - Check the ProCharger supercharger oil level frequently.

cut along the dotted line

ProCharger Extended Coverage Program Registration Form

Return this completed form and a $49 check within 30 days of original purchase.

Name:_____

Address:_____

City:_____

State:_____ Zip:_____

Daytime phone:_____

Evening phone:_____

E-mail:_____

Age ☐ 18 - 24 ☐ 25 - 34 ☐ 35 - 44 ☐ 45 - 54 ☐ 55 and up

Income ☐ $15,000 - $29,000 ☐ $30,000 - $44,000 ☐ $45,000 - $69,000 ☐ $70,000 and up

What magazines do you read?

- ☐ Car & Driver
- ☐ Car Craft
- ☐ Chevy High Performance
- ☐ Four Wheel and Off Road
- ☐ Hot Rod
- ☐ Motor Trend
- ☐ Muscle Mustangs and Fast Fords
- ☐ GM High-Tech Performance
- ☐ 5.0 Mustang
- ☐ Super Street
- ☐ Mustang Monthly
- ☐ Truck Trends
- ☐ Popular Hot Rodding
- ☐ Road & Track
- ☐ Sport Truck
- ☐ Super Chevy
- ☐ Truckin'
- ☐ Sport Compact Car
- ☐ Street Truck

Date of Purchase:_____

Purchased From:_____

ProCharger Serial #:_____

Vehicle Year:_____

Vehicle Make:_____

Vehicle Model:_____

Please rank in order of importance starting with 1 being most important.

Which information sources most influenced your decision to purchase a ProCharger system?

___ Magazine advertising
___ Dealer recommendation
___ ProCharger Brochures
___ Witnessed performance on a car
___ Test drive
___ Magazine editorials
___ Friends
___ Conversations with ATI technicians
___ Web Site (please specify)_____
___ Other (please specify)_____

What most influenced your decision to purchase a ProCharger system?

___ Reliability
___ Standard warranty
___ Extended coverage warranty
___ Performance
___ Quiet operation
___ Removability (ability to return car to stock)
___ Cost
___ Ease of Installation

Who installed your ProCharger system? ☐ Self ☐ Dealer ☐ Other _____

Have you own a forced induction system previously? ☐ Yes ☐ No

If yes:

Supercharger: Brand(s)_____ Vehicle(s)_____

Turbocharger: Brand(s)_____ Vehicle(s)_____

I have read and understand the policy for the ProCharger Extended Coverage Program. I have not and will not modify my ProCharger supercharger in any way during my participation in the extended coverage program. I have read and answered all questions on this form. I have enclosed my check for $49, payable to ATI, for enrolling my ProCharger supercharger (serial number indicated above) in the extended coverage program for an additional twenty-four (24) months beyond the standard limited warranty period of twelve (12) months.

Signature_____ Date_____

Mail this completed registration form with a $49 check to ATI at: 14801 West 114th Terrace, Lenexa, KS 66215. If you have any questions, contact us at techserv@procharger.com or (913) 338-2886 9:00 AM - 5:00 PM CST, Monday - Friday.

cut along the dotted line

Accessible Technologies, Inc.
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